

BTP: Transportation Equity Policy Subcommittee Meetings Overview

Agenda Meeting #1

MEETING DATE: March 11, 2019

MEETING TIME: 2:30-4:30 pm

LOCATION: City Council Chambers- 710 NW Wall Street
March 11, 2:30-4:30 pm

1. **Welcome, introductions**
2. **Orientation to our task**
3. **Initial dialog about policies/ defining transportation equity**
4. **Overview of Example Policies and Draft Policies (see attached memo)**
5. **Next steps/close/action items**
6. **Public Comments**

Attachments/ Follow up: prior to meeting 2: drafting policies version 1

Agenda Meeting #2

MEETING DATE: March 15, 2019

MEETING TIME: 1:00-3:00 pm

LOCATION: Council Board Room (Outside City Council Chambers) 710 NW Wall Street
March 15, 1:00-3:00 pm

1. **Agenda review/overview**
2. **Review/refine draft policy language from Mtg #1**
3. **Discuss Implementation aspects/language**
4. **Discuss Performance Measures aspects/language**
5. **Next steps/close/action items**
6. **Public Comments**

<<prior to meeting 3: drafting policies version 2

Agenda Meeting #3

MEETING DATE: March 22, 2019

MEETING TIME: 9:00-11:00 a.m.

LOCATION: City Council Chambers 710 NW Wall Street

1. **Review/consider internal stakeholder sensitivities**
2. **Final draft policy language**
3. **Wrap Up**
4. **Public Comment**

Memo: Equity Policy in Bend's Transportation Plan

PREPARED FOR: Citywide Transportation Advisory Committee Equity Policy Subgroup
PREPARED BY: Susanna Julber, Senior Project & Policy Analyst
DATE: March 5, 2018

Thank you for volunteering your time to serve on the equity policy subcommittee. This memorandum provides an overview of the process of drafting policies, performance measures, and evaluation criteria, that will be brought back to the full CTAC for review and approval (late April 2019).

The objectives for each of the CTAC subcommittees include drafting:

- Policy language;
- Performance measures (how we will be able to see if we are moving towards achieving our goal); and
- Evaluation criteria (how we will use the policy in ranking the projects- which will be this summer).

Equity in transportation planning is an important topic and lens that many jurisdictions are beginning to use to evaluate infrastructure projects. The City's existing TSP (beginning on page 9 of this memo) does not have robust policy direction to measure the effectiveness of projects for equity impacts, nor does it define what equity in transportation planning is. An important step at our first meeting will be to actually define what equity is, in the context of transportation planning.

A reminder of the BTP Goals CTAC and the Steering Committee adopted:

- **Increase transportation system capacity, quality and connectivity for all users.** The plan ensures that people walking, using bikes, riding transit and driving can get where they need to go.
- **Ensure safety for all users.**
- **Facilitate housing supply, job creation and economic development to meet growth.** The plan supports a transportation system that supports our economy and creates ways for people to move from home to school to work conveniently and sustainably.
- **Protect livability and ensure equity and access.** The plan provides transportation options for everyone, regardless of income.
- **Steward the environment.** The plan encourages transportation options that reduce the use of fossil fuels and reduces pollution.
- **Have a regional outlook and future focus.** The plan develops a system that works across the region for decades to come.
- **Implement a comprehensive funding and implementation plan.** The plan identifies a clear way for projects to be funded and built.

The CTAC Equity goal speaks to "everyone" having access, and specifically calls out "income", but does not speak to other factors, including race, proficiency in language (English), level of

education, disability, age, or access to transportation based on geography. At our first meeting, I'd like to spend some time discussing the categories the subcommittee's recommended policies, performance measures, and evaluation criteria should focus in on.

For example, the Portland Bureau of Transportation (PBOT), uses a standardized Equity Matrix based on national best practices, and uses Race, Income, and Limited English Proficiency (LEP). Are these the same equity measures the City of Bend should use? What data do you, as subcommittee members, need in order to make that determination?

In the next sections, I've listed examples of other jurisdictions transportation equity policies. There is a wealth of information available, and the subcommittee should feel free to research additional information- I've just provided a snapshot, and it will be difficult to narrow our draft policies to reflect what is appropriate and best for Bend's future. Katie McClure and Karen Swirsky have also provided me with a number of articles and links that I've compiled beginning on page 5 of this memo for you. If you have additional articles to share, please send them to me.

Summary: Examples of Equity policies in other TSPs:

Eugene TSP (2017) (see page 6):

The Eugene TSP, an adopted TSP from a large community includes a major university and an airport, and features extensive modally oriented policies. Policies specifically address complete streets, climate change, and equity, reflecting a triple-bottom-line planning and decision-making approach.

One of Eugene's key criteria for evaluating potential projects includes:

Social Equity

(Objective) Use future transportation investments to reduce or eliminate disparities between neighborhoods in access, economic benefits, safety, and health.

(Evaluation Criteria) What impacts does the project or program have on areas with greater proportions of low income, minority, youth and/or elderly population than the city as a whole?

Multnomah County TSP (2016) (see page 7):

As a result of the increasing awareness of the connections between transportation systems, health, and equity, transportation plans must provide an opportunity to address historical inequities and improve the health and well-being of all its community members.

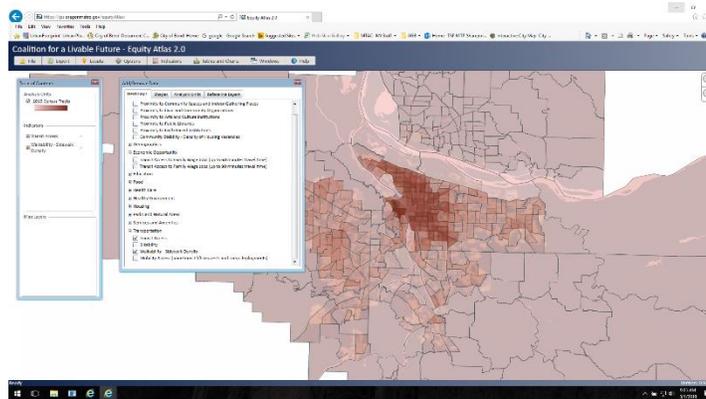
- Addresses a wide range of users (from farm equipment operators to a growing cycling community)
- Addresses areas with unique needs (e.g., Sauvie Island)
- Supplements discussions of safety with a comprehensive map of crash types
- Presents transportation solutions in a highly graphical, accessible toolbox
- Provides a robust set of policies with an emphasis on health, **equity**, and inclusion of wildlife considerations (crossings)
- Addresses bridges as a distinct element in the system plan.

Measuring Equity Impacts- for Performance Measures and Evaluation Criteria

Equity Atlas Toolkit

<https://gis.oregonmetro.gov/equityAtlas/>

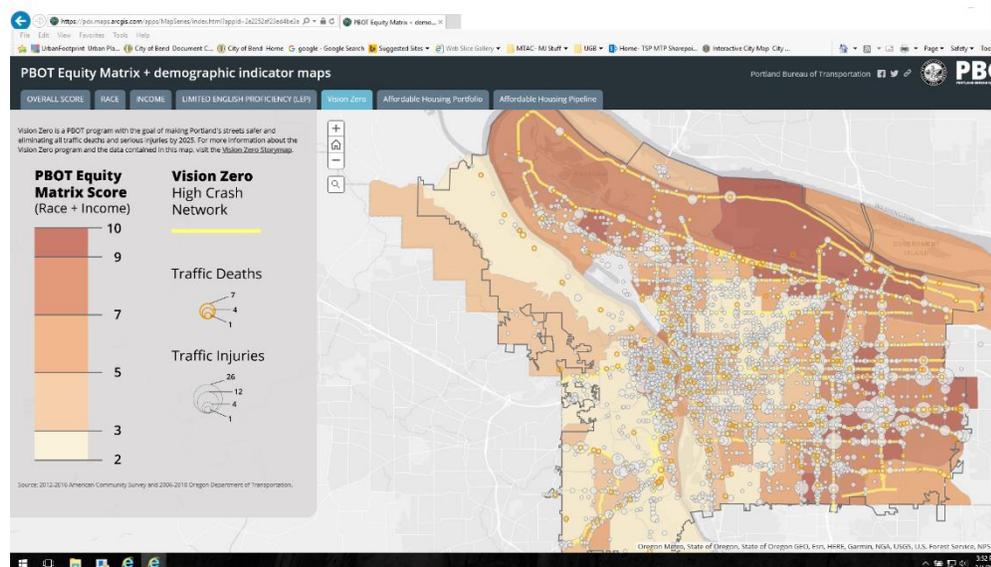
This tool is in process, but is an interactive tool to see a variety of equity-based filters for projects and demographics. It may be something we could use, with our newly-created Office of Performance Management, to evaluate our transportation investments through an equity lens. The mapping tool appears to be completed for Portland metro area, but it could be an **action item** for Bend. There are sets of indicators for “transit access to family wage jobs” (up to 60/90 Mins minutes travel time), “transit access”, “bikeability”, “walkability-sidewalk density”, etc.



Portland Bureau of Transportation’s Equity Matrix- the figure below has Vision Zero Data (High Crash areas/traffic deaths/traffic injuries) layer turned on, measured against Race + Income:

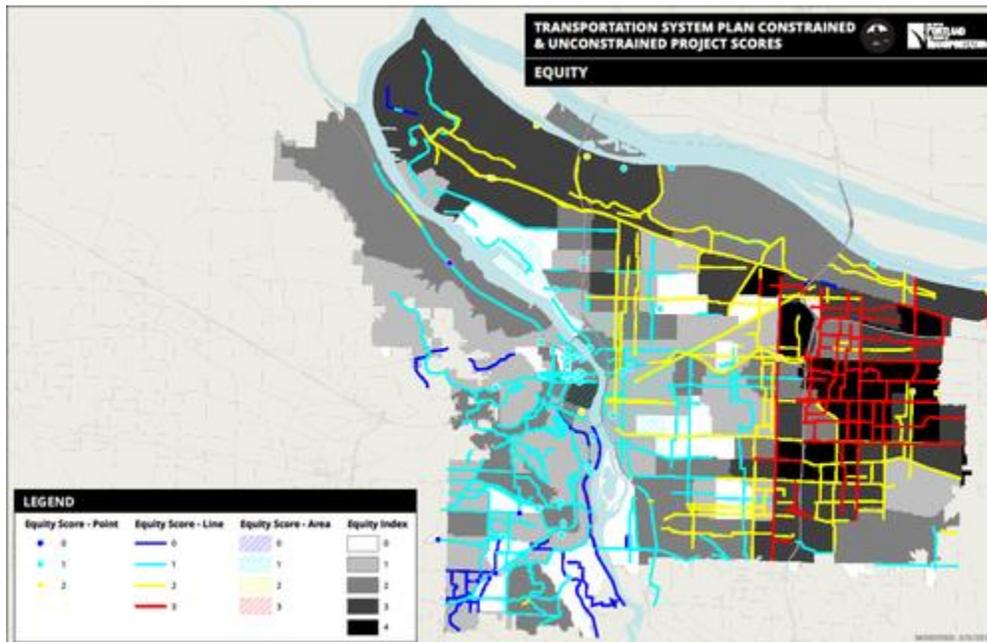
<https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=2e2252af23ed4be3a666f780cbaddfc5>

PBOTs’ equity policies within their TSP begin on page 8, and I’ve provided a link to their TSP, because many of their equity practices are imbedded in the City’s other master plans and guiding documents.



PBOT's Development of Equity Criteria

(<https://www.portlandoregon.gov/transportation/article/658506>)



While much of the 2035 Transportation System Plan update is technical in nature, the Bureau developed a project prioritization process that measures equity impacts. We can look at this more in our 2nd meeting, where we start to talk about recommended evaluation criteria.

Equity in Transportation Links and Articles- Many of these courtesy of Katie McClure, and Karen Swirsky:

<https://www.portlandoregon.gov/transportation/74236>

<https://demographics.virginia.edu/DotMap/>

https://www.patheos.com/blogs/lovejoyfeminism/2018/12/the-most-sobering-thing-about-the-racial-dot-map.html?utm_medium=social&fbclid=IwAR2n07SGPg9G2l-nuDus_BNM7CFmX8I-bE1D5GfklslCIA7qmjEmCsAjAwU

Transportation Equity and tech: <https://www.ecowatch.com/how-self-driving-cars-could-harm-marginalized-communities-2630060365.html>

Equity in Safe Routes to School | Safe Routes to School National Partnership

<https://www.saferoutespartnership.org/safe-routes-school/101/equity>

https://mobilitylab.org/2018/11/08/rethinking-transportation-would-greatly-improve-the-health-of-americans/?fbclid=IwAR3bc4XNAJqam_KL_WrvOy3UQ4w8MU8qbHYSqBTaw4otAT6LxIT9AuHD89w

[Link](#). Last paragraph: "Decisions about public rights-of-way should not be based on how many car owners or how few bicyclists show up at public meetings. Our study shows that city officials

should create networks of wide, stenciled, red-painted, surface-lighted, barrier-protected, bicycle-exclusive cycle tracks in lower-income ethnic-minority neighborhoods along main streets. This would help residents get to work affordably, quickly, and safely, and improve public health and quality of life in communities where these benefits are most needed."

Examples of other Jurisdictions TSP Equity Policies

Eugene TSP Equity, Economy, and Community Engagement Policies

1. Be fair and equitable: ensure that transportation facilities are provided for people of all ages, races, ethnicities, abilities, incomes, and in all neighborhoods.
2. Reduce or eliminate disparities between neighborhoods in safety and access to essential destinations. Ensure that the costs and benefits of transportation improvements are equitably shared over time. Favor historically underserved communities if equitable solutions are not possible within a single project or action.
3. Build and maintain public support for the *2035 TSP* through open information, public participation, public discussion of the plan's effects on the community, and periodic reassessment of the plan's goals and policies.
4. Encourage local residents, businesses, City staff, and other stakeholders to cooperatively develop context sensitive projects that foster the community's active use and sense of ownership of public rights-of-way over time.
5. Use transportation investments to support industries and employment sectors targeted by City and regional adopted economic development strategies.

Potential Actions for Operational Policies

- A. Identify and collaborate with potentially impacted populations during and after project scoping, with special attention to disadvantaged or traditionally underserved populations (e.g., lower income, minority, English language learners, and people with disabilities).
- B. Target public outreach before transportation spending priorities are established so that people who may be most affected by proposed projects will be involved in the discussion.
- C. Create procedures that support parklets (*i.e.*, commercial uses, greenery, or seating in converted on-street parking spaces), bike corrals, intersection repair (*i.e.*, citizen-led conversion of an intersection into a public square), and similar projects that are responsive to the needs of neighborhood stakeholders.
- D. Regularly consult with industry stakeholders to determine industry and employment transportation needs and trends. Update the *2035 TSP* project list, as appropriate, to reflect changing needs and trends.
- E. Periodically review and collaboratively update as necessary the Regional Prosperity Economic Plan (or successor) and the *2035 TSP* to keep the two plans aligned.

F. Prioritize transportation investments that facilitate job growth in commercial or industrial areas.

Multnomah County's TSP places a high value on health and equity: As a result of the increasing awareness of the connections between transportation systems, health, and equity, transportation plans must provide an opportunity to address historical inequities and improve the health and well-being of all its community members. An increasing number of state, regional, and local transportation plans are acknowledging these connections by including goals and metrics that mention both health and equity. Locally, this trend is evident in the inclusion of health and equity policies and goals in Metro's Regional Transportation Plan and in Clackamas County's recently updated TSP. In Multnomah County, the cities of Portland and Gresham are working on including similar policies and goals into their Comprehensive Plan and TSP updates. Multnomah County itself has addressed equity and health, by including criteria in the County's Capital Improvement Plan and Program.

Policy 23: Transportation Equity

Ensure that transportation system plans and investments not only equitably distribute the benefits and burdens of the system improvements, but also prioritize and support programs and projects that eliminate transportation-related disparities faced by groups that have historically had significant unmet transportation needs or who have experienced disproportionate negative impacts from the existing transportation system.

Strategies

a) Incorporation of project prioritization criteria that address equity in the County Capital Improvement Plan and Program to address investments in road, bicycle, and pedestrian programs and infrastructure in order to improve mobility and access for people who don't have access to a personal vehicle.

b) Investments in areas with relatively high concentrations of people that have historically received relatively little benefit from transportation system investments should be considered.

These people include:

a. *People who cannot drive.* People in this category include many older adults, children, and persons with disabilities.

b. *People experiencing poverty,* including those who do not have access to a car, are struggling with the high costs of car ownership, maintenance, and operation, or are struggling with the cost of transit. People in this category include many people with low incomes, people of color, older adults, persons with disabilities, people who are geographically isolated, and people who experience language barriers.

c. *People with limited mobility.* People in this category include many older adults and persons with disabilities.

d. *Isolated individuals living far from community centers and lacking direct routes for accessing goods and services.*

e. *Communities experiencing racism and discrimination.*

c) Coordinating transportation planning with land use and development to avoid locating sensitive land uses near high traffic roadways. Sensitive land uses include schools, parks and playfields, community and senior centers, affordable housing, and other places where vulnerable groups such as youth, seniors, and people with low incomes spend significant amounts of time.

- d) Coordinating transportation planning with land use and development to ensure that new development is well connected with existing development and provides convenient multi-modal access to health supportive resources such as schools, healthy food retail, employment, affordable housing, parks and recreation facilities, and medical and social services.
- e) Ensure that public participation includes outreach to equity focused or population specific organizations or culturally specific organizations and explore partnerships with these groups to develop the capacity to effectively participate in planning processes.
- f) Working with the Multnomah County Office of Diversity and Equity to use their Equity and Empowerment Lens tool to ensure that county planning staff and project stakeholders are prepared to engage in internal and external conversations about equity and use this input to inform plans, policies and projects.
- g) Conducting equity analyses that identify existing disparities as a part of county planning processes.
- h) Gathering available data and public input useful for understanding equity issues, impacts and opportunities.

Portland TSP Policies - These are equity-specific Goals and Policies- but many of Portland's TSP policies overlap and relate to equity- you can go to this link to read more:
<https://www.portlandoregon.gov/bps/article/579174>

GOAL 9.E: Equitable transportation

The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each Community.

Policies:

Policy 9.8 Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

Policy 9.9 Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

From Bend's Existing TSP

Transportation Goals, Objectives & Policies (from Comprehensive Plan adopted 2016) – Equity-related verbiage highlighted in Yellow

GOAL STATEMENT

"The transportation system that serves the Bend urban area must meet a complex set of community needs. The interrelated success of the economy and livability of our community depends upon the ability of the transportation system to effectively move people and goods, and to provide access to services and places of employment, while not disrupting the continuity and aesthetics of the community. Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This, combined with the development of compact community design and the integration of land uses, will provide a strategic approach to fulfilling the transportation needs of the future.

Implementation of the transportation plan must be coordinated so that resources are allocated in an equitable and cost-effective manner. The transportation system will be developed with enough design flexibility to meet the needs of the urban area, as well as to be sensitive to important community values such as aesthetics, preservation of neighborhoods, natural features and other quality of life criteria. It is therefore essential that the goals, objectives and policies of the Transportation Plan provide community assurance that safety, accessibility and mobility will be provided for all users."

PLAN GOALS

Mobility and Balance:

- Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.
- Provide a variety of practical and convenient means to move people and goods within the urban area.

Efficiency:

- Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner.
- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.

Accessibility and Equity:

- Provide people of all income levels with the widest range of travel and access options within the Bend urban area.
- Provide all transportation modes access to all parts of the community.

Environmental:

- Recognize and respect the natural features over which transportation improvements pass to minimize adverse impacts.
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.

Economic:

- Implement transportation improvements to foster economic development and business vitality.

Livability:

- Design and locate transportation facilities to be sensitive to protecting the livability of the community.

Safety:

- Design and construct the transportation system to enhance travel safety for all modes.

TRANSPORTATION SYSTEM PLAN OBJECTIVES & POLICIES

Transportation and Land Use

Objectives:

- To promote land use patterns that support fewer vehicle trips and shorter trip lengths
- To ensure that future development, including re-development, will not interfere with the completion of Bend's transportation system

Policies:

- 7-1** Medium and high-density residential development should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to highest concentrations of population.
- 7-2** The City shall continue to use and develop performance standards and guidelines that can reduce vehicle trip lengths and/or promote non-vehicle transportation modes.

- 7-3** The City shall consider potential land needs for long-range transportation system corridor improvements and related facilities including transit during the review of subdivisions, partitions, and individual site applications.
- 7-4** Developments at the edge of the urban area shall be designed to provide connectivity to existing and future development adjacent to the urban area.
- 7-5** The City shall continue to explore mixed use zoning as one of the land use patterns that will promote fewer vehicle trips and shorter trip lengths.
- 7-6** The City should be receptive to innovative development proposals, including zone changes, plan amendments, and text changes that promote alternatives to vehicular traffic thus reducing vehicle trips and reduced trip lengths.
- 7-7** The City shall explore incentives for re-development of existing commercial strips in order to help reduce the need to expand the Urban Growth Boundary.
- 7-8** As areas that are currently beyond Bend's existing Urban Growth Boundary (UGB) are urbanized, the city, property owners, developers and all applicable service districts shall work cooperatively to develop appropriate plans for extensions and connections of the transportation system, including but not limited to: roads, sidewalks, trails and/or public transportation. The objective of this planning effort will be to ensure that the new areas promote and facilitate the development of urban land use densities and systems that will fulfill the goals and objectives of the Transportation System Plan.
- 7-9** The city of Bend shall continue public and interagency involvement with Deschutes County in the transportation planning process for projects within the URAs.
- 7-10** The lead agency for transportation project review in the URAs shall be Deschutes County.
- 7-11** The city of Bend shall coordinate the City Transportation System Plan with the Deschutes County Transportation System Plan. The City shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundary. The City and County shall agree on the functional classification and design standards of County roads within the URAs.

- 7-12** Road, pedestrian and bicycle projects occurring in the URAs shall be governed by the County's road and street standards. Those requirements shall be coordinated between the city of Bend, Deschutes County and the applicant during the land use process according to procedures identified in the Deschutes County Road Standards and Specifications document.
- 7-13** The city of Bend shall continue to work with ODOT and Deschutes County to coordinate solutions to highway and non-highway road issues that cross over jurisdictional boundaries.
- 7-14** The city of Bend shall work with Deschutes County and the Bend Metro Parks and Recreation District (where applicable) to acquire, develop and maintain those sections of trails that are located outside of the Bend UGB, but are inside a URA, and are part of a trail plan or map that has been adopted by the city of Bend.
- 7-15** The city of Bend shall seek approval from Deschutes County for the improvement of transportation facilities to urban standards that are located in URAs.
- 7-16** Transportation facilities currently located on rural lands shall not be constructed to an urban standard until the area is brought into the UGB.

Transportation System Management

Objective:

- Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways

Policies:

- 7-17** The City shall adopt land use regulations to limit the location and number of driveways and access points, and other access management strategies on all major collector and arterial streets.
- 7-18** The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.
- 7-19** The City shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.

Transportation Demand Management

Objectives:

- To reduce peak hour traffic loading on the roadway system
- To reduce single occupant vehicle travel
- Implementation of a Transportation Demand Management (TDM) Plan for the city of Bend.

Policies:

- 7-20** The City shall continue to implement a transportation demand management plan for its employees. This plan should be designed to serve as a model for the community.
- 7-21** The City shall work with businesses, especially those with more than 25 employees, to develop and implement a transportation demand management plan. These plans shall be designed to reduce peak hour traffic volumes by establishing trip reduction targets over five years.
- 7-22** The City and County shall work with business groups, schools, the Park District and other governmental agencies to develop and implement transportation demand management programs.
- 7-23** The City shall manage and regulate parking by:
 - a) Establishing programs to lower parking demand in commercial and business districts citywide by providing preferential parking for carpoolers, encouraging mass transit use, encouraging shuttle systems from external parking lots, and maintaining an adequate supply of strategically placed bike parking facilities.
 - b) Requiring business groups and employers to develop parking management strategies that support reduced roadway system demand during the peak motor vehicle travel times.
- 7-24** The City, County and State shall participate in a Central Oregon Commute Options TDM Program by assisting in:
 - a) Development of park and ride facilities; and
 - b) Establishment of educational programs particularly those that will inform the public regarding the full costs of single occupant vehicle travel.

7-25 The City shall develop and utilize teleworking strategies as part of their business plan that will facilitate the movement of information and data rather than people.

7-26 The City shall adopt TDM supportive ordinances as appropriate.

Pedestrian and Bicycle Systems

Objectives:

- To support and encourage increased levels of bicycling and walking as an alternative to the automobile
- To provide safe, accessible and convenient bicycling and walking facilities

Policies:

7-27 The City shall work with the County, State, Forest Service, Park District and public agencies to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Connections between the Bend Urban Area Bicycle and Trails System should be made to the USFS trail system.

7-28 The City shall work together with the Park District to acquire, develop and maintain the *primary* trails designated on the *Bend Urban Area - Bicycle and Pedestrian System Plan; Figure 7-2* -. New development shall be required to construct and dedicate Primary Trails for public use according to this plan. The alignments depicted are general in nature and shall be located according to criteria defined in TSP Section 6.3.1.3. These trails, and future trail additions, shall support the need for non-motorized travel in the community.

7-29 The City shall adopt standards for trail system right-of-ways and trail improvement that are based on the type of planned trail use.

7-30 The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3rd Street, the Bend Parkway and the railroad.

7-31 The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.

- 7-32** Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.
- 7-33** Property-tight sidewalks shall be included on both sides of all new streets except where extreme slopes, severe topographical constraints, or special circumstances exist. Landscape strips shall separate curbs and sidewalks on new and reconstructed roads. Sidewalks shall be added to all existing arterial and collector streets to fill the gaps in the pedestrian system.
- 7-34** The City shall develop a program to ensure timely maintenance and repair of all sidewalks, including but not limited to assigning responsibility for maintenance and repair. The City shall also include removing sidewalk obstructions or barriers that might otherwise not comply with Americans with Disabilities Act (ADA).
- 7-35** The City's top priorities for pedestrian improvements are: identified in the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure. These projects will be identified and prioritized in the CIP.
- 7-36** Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.
- 7-37** Bicycle and pedestrian facilities shall be maintained in a manner that promotes use and safety. The City shall analyze the impacts of the use of cinders and consider alternatives to mitigate the impacts. Street repair and maintenance shall be performed in a manner that does not negatively impact bicycle and pedestrian facilities and their use.
- 7-38** The City shall repair and maintain, including but not limited to striping, snow plowing, sweeping, stenciling and signing, all bike lanes in a timely manner.
- 7-39** Bicycle parking facilities shall be provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, all transit stations and park and ride lots. The City shall support a "Bikes on Transit" program and work to increase the number of bicyclists using transit.

- 7-40** Establishing or maintaining accessways, paths, or trails must be considered prior to vacating any public easement or right-of-way.
- 7-41** The City shall work with the school and park districts to inventory, designate and protect access corridors and connector trails. The City shall refer to the Park District, for its review and recommendation, all development proposals that include or are adjacent to existing or proposed parks or trails.
- 7-42** The City should support bicycle and pedestrian education and safety programs. The City shall establish and promote a comprehensive program for the reporting of and responding to bicycle and pedestrian hazards.
- 7-43** As land areas that are currently beyond Bend's existing Urban Growth Boundary (UGB) are urbanized and as it relates specifically to the Bend Primary Trail System, external destinations (beyond the UGB) and specific connection points (within the existing UGB) have been delineated on the Bend Urban Area Bicycle and Pedestrian System Plan, Figure 7-2.

Public Transportation System

Objectives:

- Continue to develop public transportation services for the transportation disadvantaged
- Reduce reliance on automobiles and develop public transportation facilities
- Increase mobility and accessibility throughout the urban area
- Continue to provide infrastructure and land use planning to support transit

Policies:

- 7-44** With the MPO, the City shall support the Cascades East Transit Service's public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.
- 7-45** The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.

The City shall work together with Central Oregon Intergovernmental Council to develop inter-urban public transportation services. Priority shall be given to high load ridership corridors.

- 7-46** To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.
- 7-47** The City shall work with the MPO to implement and update its 20-year transit master plan.

Street System

Objectives:

- To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes
- To provide a safe and efficient means to access all parts of the community
- To provide an attractive, tree-lined, pedestrian friendly streetscape sensitive to protecting the livability of the community

General Policies:

- 7-48** Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.
- 7-49** Where a subdivision or partition is adjacent to land likely to be divided in the future, streets, bicycle paths, and accessways shall continue through to the boundary line of the subdivision or partition in order to achieve connectivity within the grid system.
- 7-50** Streets shall be classified and generally located according to the Bend Urban Area - Roadway System Plan (Figure 7-1), and the Street Functional Classification (Table 7-1). Transportation project development review and approval shall be subject to the provisions of the Bend Development Code.
- 7-51** In order to reduce vehicle speed, avoid construction of excessive pavement, and create livable neighborhoods, the City shall adopt standards that allow for narrower streets and lane standards, on-street parking, and other pedestrian friendly design elements. The City shall manage the development process to obtain adequate street right-of-way

and improvements commensurate with the level and impact of development. New development shall be supported by traffic impact analysis(es) to assess these impacts and to help determine transportation system needs.

7-52 Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development. The city of Bend- shall adopt new street policies if necessary, to:

- a) Conform street designations and other terminology to that which is used in this TSP;
- b) Adopt written policies and procedures for access control on new and reconstructed major collectors, minor arterials and major arterials;
- c) Provide that raised medians that eliminate left turn movements to existing streets or improved properties will only be installed after notice to affected property owners and an opportunity to be heard;
- d) Require that in the case of new access control measures that will restrict existing turn movements into or out of existing homes, businesses or streets, the least restrictive measure (such as shared driveways, elimination of curb-cuts or “no left turn” signs) that is effective to achieve the purposes of the policy will be evaluated prior to installation of raised medians;
- e) Require that the cost of installation and maintenance of raised medians, and in particular those with landscaping, be evaluated and alternatives be considered before raised medians are approved or required;
- f) Replace any mandatory requirements for raised medians on streets other than new principal arterials and expressways with an analysis of the factors set forth above, and any other factors that are identified in the policy;
- g) Provide that where commercial or industrial land uses abut residential areas, access shall not be directed to local residential streets.

- 7-53** City transportation system improvements shall comply with the Americans with Disabilities Act requirements.
- 7-54** Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City.
- 7-55** The City Council shall involve the public, where appropriate, in the development and redevelopment of street designs prior to their construction.
- 7-56** The City shall consider the impact of improvements to or completion of existing facilities when considering the need for constructing new facilities.
- 7-57** The City shall place a high priority on providing adequate funding for street maintenance.
- 7-58** Traffic calming devices may be considered anywhere traffic impacts are adverse to residential livability.

Residential Streets:

- 7-59** New residential block lengths shall not exceed 600 feet without a connecting cross street. When existing conditions or topography prevent a cross street, a pedestrian accessway to connect the streets shall be required.
- 7-60** A grid-like pattern of residential local streets shall be developed whenever practical in order to increase street connectivity within a neighborhood
- 7-61** The City may require adjustment to the street pattern or installation of traffic calming devices in order to discourage high speed and volume vehicular traffic on local residential streets.
- 7-62** Street widths on public residential local streets may vary depending on topography, anticipated traffic volume, natural features that warrant protection, and existing street patterns in the neighborhood. Right of way shall be a minimum of sixty (60) feet except in special circumstances. Narrower streets may have limited on-street parking to ensure emergency vehicle access.
- 7-63** New alleys should be developed to City standards and shall be maintained by the property owners.

- 7-64** Cul-de-sac or “hammer-head” residential streets may be allowed only where existing development, steep slopes, open space, or natural features prevent through street connections, or when the objectives of connectivity are met within the neighborhood.

Arterial Streets:

- 7-65** Appropriate facilities for bike, pedestrian and transit use shall be included in any road-widening project.

- 7-66** The City shall evaluate the effect of transportation demand management (TDM) and transportation system management (TSM) measures that would successfully eliminate or delay the need for minor arterial street widening beyond the existing travel lanes within the twenty-year design life of a proposed roadway project. Transportation system computer modeling is one acceptable evaluation method that can be used to assist in the assessment of forecast travel demand and the associated vehicle travel lane needs.

TDM/TSM measures as an alternative to roadway widening: The TDM and TSM measures incorporated into this analysis, as an alternative to roadway widening, shall be capable of funding and fulfillment within a reasonable time period such that the subject arterial level-of-service shall not diminish below an acceptable adopted City standard.

TDM/TSM measures and roadway widening: If the implementation of TDM and TSM measures from the previous analysis are determined to be insufficient in meeting the transportation system needs along the subject roadway corridor, the City shall undertake an evaluation of the consequences that additional roadway widening may have on adjoining neighborhoods as well as the benefits gained by additional street construction.

This evaluation shall include an assessment of the design features and construction options for the road widening project. The design analysis of roadway widening shall consider the impacts on all modes of travel, adjacent affected travel corridors and the impact on properties immediately adjacent to the contemplated road widening. The most effective and appropriate TDM and TSM measures recommended by the evaluation as selected by the City Council, shall be implemented either in conjunction with, or before, the road widening project. The City Council after providing notice and opportunity to be heard at a public hearing shall decide whether to authorize the street widening based upon this policy and the evaluation report. Written notice shall be provided to property owners within 250 feet of the proposed widening and to affected neighborhood associations. In addition, notice of the

hearing shall be posted in conspicuous locations along the proposed widening and published at least ten days prior to the hearing.

The City Council shall receive this evaluation report that makes the aforementioned analysis of TDM and TSM measures, and the evaluation of roadway widening design options, prior to considering authorization of proceeding with the road widening project.

Minor arterial street corridors shall be designated by City Council as falling into one of three classifications:

- a. "Not authorized for lane expansion". These minor arterial corridors are described in the TSP, in Section 6.5.1.4 requiring a TSP amendment before being categorized as "b" or "c" as described below.
- b. "Possible lane expansion". These minor arterial corridors are listed in the City's annual Capital Improvement Plan as corridors where additional travel lanes may be necessary within the 20-year planning period. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.
- c. "Probable lane expansion". These minor arterial corridors are listed in the City's annual Capital Improvement Plan as corridors where additional travel lanes are probably going to be necessary within the 20-year planning horizon. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.

Intersection widening and improvements that are necessary for vehicle turning lanes or pedestrian safety, are exempt from this policy.

Notwithstanding a street's categorization as "possible lane expansion" or "probable lane expansion", the City Council must comply with paragraphs 3 and 4 of Transportation System Plan Arterial Street Policy 21 prior to authorizing a road widening project.

- 7-67** The City shall develop and implement a plan to improve the appearance, safety and function of East 3rd Street, portions of Highway 20 and old Highway 97 when the Parkway is completed.
- 7-68** The City shall work with the State to line the entrance to the city of Bend along Highways 97, Highway 20, Century Drive and the Parkway, with large stature trees.

- 7-69** Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse effects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.
- 7-70** Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level of safety and carrying capacity on the arterial street system.
- 7-71** The city of Bend shall work with ODOT to plan for specific improvements needed to grade separate Cooley Road from US 97 and the railroad.
- 7-72** When a final land use or limited land use decision determines that a right-turn lane will improve, maintain or prevent further degradation of an applicable performance standard for the intersection of an arterial with another arterial of the intersection of an arterial with an expressway, the right-turn lane shall be considered allowed by the TSP at the appropriate location, provided that if the need for the right-turn lane is caused by a specific application, the applicant shall be responsible for full payment of the costs associated with construction of the right-turn lane.

Parkway:

- 7-73** The City accepts the findings of US 97 Bend North Corridor Project Preferred EIS Alternative. Prior to design and construction, the City and ODOT will coordinate to conduct two independent project development plans/designs within the study area of the preferred alternative to verify the construction meets the then current needs of both the City and ODOT. One plan development and design will be for the study and analysis, including the impact on any business, of a possible Robal Road connection to the ODOT Preferred Alternative to be completed prior to entering into an intergovernmental agreement (IGA) for implementation of the US 97 phase of the Preferred Alternative. The other development and design will be for the Empire interchange area to be completed prior to entering into the intergovernmental agreement (IGA) for implementing the phase of work that would impact any business, public street, or private driveway access onto Empire Avenue. The final redevelopment of the transportation system at Robal and Empire and the ODOT Preferred Alternative may include some or all of

the changes determined in the final design to improve the transportation system and meet the City's transportation needs. The IGAs will conform with the studies and analyses.

- 7-74** The City of Bend will coordinate with ODOT to determine when to implement closures to approaches on Empire Avenue and improvements to Mervin Sampels and connecting roads shown in the US97 Bend North Corridor preferred alternative.

Safety:

- 7-75** The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.
- 7-76** The City shall explore with the State and implement appropriate "Intelligent Transportation System Devices".
- 7-77** The City shall take measures to ensure that traffic speeds are appropriately designated throughout the City.
- 7-78** As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve the safety of a road alignment.
- 7-79** The City shall support efforts to educate the public regarding safe travel on the transportation system.
- 7-80** The City shall monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects.

Rail System

- 7-81** When railroad rights-of-way are considered for abandonment or vacation, the City shall seek the preservation of these corridors for other transportation services.
- 7-82** The City shall work with Burlington Northern Santa Fe Railway to develop and implement a plan for train scheduling to ensure that the current needs of the transportation system in the City are minimally affected.

Bend Central District Plan (BCD)

- 7-83** The city will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to

improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.

- 7-84** The city will implement street designs identified in the District Plan over the long term. Improvements may be phased in over time and will be refined, as needed and appropriate, through more detailed facility design processes.
- 7-85** The city will encourage and work with local businesses and residents to implement transportation demand management programs and strategies.
- 7-86** The city will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging us of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.

Integrated Land Use and Transportation Plan:

- 7-87** The City will implement the land use, transportation demand management, parking management, transit, and complete streets strategies, projects and programs that are identified as Proposed Strategies in Chapter 4 of the ILUTP.
- 7-88** The City will conduct a planning study to evaluate the potential for Transportation Management Areas for the opportunity areas, transit centers, and public and private institutions and companies.
- 7-89** The City will include streetscape projects in opportunity and core areas and transit corridors when developing the transportation CIP priorities and projects.
- 7-90** The City will develop transit priority corridors in the opportunity and core areas that include a combination of land use policies and codes and transportation enhancements that encourage transportation options.
- 7-91** The City will update the assessments of the ILUTP standards at each update of the Bend MPO regional transportation system plan and the City TSP.

TSP Map Updates

- 7-92** Any Bend TSP map that illustrates a dashed line for a proposed transportation facility may be updated administratively by staff upon the construction/completion of that facility. Updating of any affected maps shall convert any “dotted” lines into “solid” lines that follow as-built

alignments, as much as practical, and shall not constitute a land use decision.

Transportation Funding and Prioritization

Policies:

- 7-93** The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
- 7-94** The City shall work with the County and State to develop new sources of transportation funding for all transportation modes.
- 7-95** The City shall annually prepare a five-year capital improvement program for a balanced transportation system. The selection of transportation improvements, within the City's yearly Capital Improvement Program plan, shall continue to be subject to public review and comment through a City Council public hearing process.
- 7-96** The City shall explore ways in which to better inform and involve citizens in the development of transportation system budgets.
- 7-97** The City shall work with ODOT to develop funding sources for projects on the state highway system that include City and State as major funding partners.
- 7-98** The City shall use the City Council adopted Transportation Implementation Program (TIP) as a guide to the development of all transportation projects in the Capital Improvement Program (CIP).
- 7-99** The Financing Program projections show that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP and further defined as the near- and mid-term priorities. However, if existing and future funding levels do not fully cover increased demand on the system, the City Council may accept additional congestion on the roadway system to allow transportation projects to be postponed beyond the planning period.